

the built-in infrastructure and low negotiated rates of United Parcel Service and the U.S. Postal Service, which shoulder the retailer's standard and two-day Prime deliveries. To get packages out within hours, Amazon uses a mix of its own drivers, local couriers, and independent contractors making deliveries in their own vehicles through an Uberlike service called Amazon Flex.

Cities where Amazon offers broad one-day coverage appear to have something in common: close proximity to product warehouses, making it less expensive to reach all areas. "It's not the only variable. It's certainly one of them," says Berman. "It definitely has an impact if we have a fulfillment center that's outside a city, or we have a fulfillment center that happens to be on one side of it." Amazon declined to reveal the locations of its same-day hubs, so it's difficult to tell how that works. In same-day cities Amazon hasn't yet surrounded with warehouses, the company must decide which neighborhoods are worth the cost of service and which aren't. That's where things get complicated.

ATLANTA

Amazon's Prime Free Same-Day Delivery closely mirrors the city's historical racial divide. The largely white northern half is covered, while the largely black southern half isn't. The company extends the service 35 miles north of downtown but excludes Norcross, a less distant eastern suburb where blacks and Hispanics outnumber whites, and Redan, with a black population of 94 percent.

BOSTON

Although Amazon's same-day service is available to most addresses in Boston and reaches almost to New Hampshire, the centrally located neighborhood of Roxbury, with a population that's about 59 percent black and 15 percent white, is excluded. The residents of the ZIP codes that border Roxbury on all sides are eligible for the service. Amazon's Berman calls Roxbury "an anomaly."

CHICAGO

Amazon's same-day service area includes about 2.2 million people in the city but excludes about 472,000 people in Chicago's predominantly black South Side. Berman says the South Side ZIP codes are beyond the reach of the company's distribution center in Kenosha, Wisconsin, about two hours north of the city. Yet same-day service is available to Prime members in Oak Lawn, which is eight miles farther south than the excluded portions of Chicago and has a white population of about 85 percent. The company does offer the service in largely black neighborhoods in the city's center, including Austin.

DALLAS

Amazon's same-day service area includes suburbs between Dallas and Fort Worth, but about 590,000 residents of eastern and southern Dallas, where a majority are black or Hispanic—such as Oak Cliff—are just outside the delivery area. Amazon cited distance from the company's warehouses and a low concentration of Prime members as reasons those areas were left out.

NEW YORK CITY

Amazon's same-day coverage area extends, unbroken, from New York City all the way south to Philadelphia, with one notable exception: The largely black and Hispanic borough of the Bronx, which is excluded from the service. The Bronx has the lowest percentage of white residents of the five boroughs at about 33 percent. Berman says the Bronx is difficult to reach because the warehouses that serve the area are in New Jersey.

WASHINGTON, D.C.

One of Amazon's largest same-day service coverage areas extends from Washington, D.C., north to Baltimore and encompasses

much of the Maryland and Virginia suburbs. Yet all neighborhoods in the capital's predominantly black southeast quadrant are excluded, along with several largely black Maryland suburbs to the southeast—notably Suitland and Silver Hill, which have average income levels comparable to those in some ZIP codes between Washington and Baltimore that do have same-day coverage.

Some excluded ZIP codes correspond with higher crime rates. Amazon won't say whether concerns about stolen packages or the safety of drivers figure into its decisions about where to deliver, saying only "the safety of our employees is a top priority."

Income inequality may also play a part. Many excluded areas have average household incomes below the national average. And households with Prime memberships skew wealthier—not surprising given the \$99 membership fee. An April study of families with teenagers by investment bank Piper Jaffray estimates 70 percent of such U.S. households with incomes of \$112,000 per year or more now have a Prime membership, compared with 43 percent for households with incomes of \$21,000 to \$41,000. Income differences alone don't explain the gaps in service, however. In Chicago, New York, Boston, Atlanta, and other cities, some areas that are excluded have household incomes as high or higher than ZIP codes Amazon does cover.

Berman points to cities where some black ZIP codes get same-day service and some white ones don't. In Los Angeles, black and Hispanic communities south of downtown have same-day service, but mostly white Malibu, on the far side of the traffic-clogged Route 27 and Pacific Coast Highway, doesn't. In several cities where the same-day service area encompasses the vast majority of all residents, including Los Angeles, San Jose, and Tampa, a higher percentage of blacks live in ZIP codes eligible for same-day delivery than whites. Overall, though, in cities where same-day service doesn't extend to most residents, those left out are disproportionately black. (In the six cities with disparities, Asians, on average, are as likely as whites to live in an area with coverage; Hispanics are less likely than whites to live in same-day ZIP codes, but more likely than blacks.)

"As soon as you try to represent something as complex as a neighborhood with a spreadsheet based on a few variables, you've made some generalizations and assumptions that may not be true, and they may not affect all people equally," says Sorelle Friedler, a computer science professor at Haverford College who studies data bias. "There is so much systemic bias with respect to race. If you aren't purposefully trying to identify it and correct it, this bias is likely to creep into your outcomes."

Amazon says it's misleading to scrutinize its current delivery areas so closely, because the service is new and evolving. Eventually, coverage will extend to every ZIP code in same-day cities, says Berman. The service is indeed expanding. Since Bloomberg first contacted Amazon for this article in February, the company announced 12 new same-day cities. As it adds locations, however, Amazon has yet to extend coverage to excluded majority-black ZIP codes in the existing cities with gaps in service. How long will those customers have to wait to get the full benefits of their Prime membership? Berman says there's no set timetable: "We'll get there."

Juan Gilbert, chair of the University of Florida's department of computer and information science & engineering, says Amazon has an opportunity to use its data resources to correct its oversight and avert falling into the retail patterns of the past. "I think it was a mistake, and it never crossed their mind," he says. "This is a perfect example of how Amazon had a blind spot."

Update, April 21: Corrects the number of New York City residents who live in ZIP codes eligible for Amazon same-day delivery; updates the article and final chart to indicate cities where black residents are more likely than whites to live in zip codes eligible for same day service.

METHODOLOGY

Amazon's website allows users to type in ZIP codes to see where Prime Free Same-Day Delivery is available. Bloomberg entered every U.S. ZIP code into the tool, and mapped the results on top of a complete U.S. ZIP code shape file, provided by ESRI, to produce a coverage map of Amazon's Prime same-day delivery areas. Coverage maps show Amazon data as of April 8, 2016.

Population data were compiled using block group figures from the 2014 American Community Survey 5-Year estimates tables. Table B03002—Hispanic or Latino Origin by Race—provides population figures by racial category, including the following subsets: white alone, black or African-American alone, Hispanic or Latino, Asian alone, and other races. The data were released on Dec. 3, 2015 and are the most recent local population data available from the ACS. All ACS figures are estimates with a 90% confidence interval and are subject to a margin of error. City-level figures presented in the graphics and charts are compilations of individual block group estimates, and share the same 90% confidence level.

Each population dot represent 100 residents, and are evenly distributed across each block group. They do not represent exact addresses, and populations below a 100-person threshold within an individual block group are not shown.

In some cases, individual block groups straddle multiple ZIP codes or intersect a city boundary. Often these block groups feature clear divisions between residential areas, and nonresidential areas made up of parks, lakes, or empty land. In these cases, a block group was included in the ZIP code that included the residential area. When a block group was not clearly separated in this manner, the population was proportionally distributed based on the area of overlap.

Mr. RUSH. I yield back the balance of my time.

ADJOURNMENT

Mr. RUSH. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 4 o'clock and 53 minutes p.m.), the House adjourned until tomorrow, Friday, April 29, 2016, at 9 a.m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

5187. A letter from the Acting Under Secretary, Personnel and Readiness, Department of Defense, transmitting a report entitled, "Five-year Comprehensive Range Plan for Melrose Air Force Range (AFR)"; to the Committee on Armed Services.

5188. A letter from the Assistant Secretary for Legislation, Department of Health and Human Services, transmitting the report to Congress on Personal and Home Care Aide State Training (PHCAST) Demonstration Program Evaluation, pursuant to 42 U.S.C. 1397g(b)(5)(B)(ii); Public Law 111-148, Sec. 5507(a); (124 Stat. 667); to the Committee on Energy and Commerce.